

## **Renton Airport Advisory Committee**

September 22, 2009

### **MINUTES**

Renton Airport Advisory Committee (RAAC) Chair Mike O'Halloran called the meeting to order at 5:32 p.m. A sign-in sheet was sent around the table (copy attached).

#### **I. Welcome**

The Chair introduced the City's staff present for tonight's meeting: Peter Hahn, Deputy Public Works Administrator – Transportation; Ryan Zulauf, Airport Manager; Jonathan Wilson, Assistant Airport Manager; and Jennifer Jorgenson, Transportation Systems Division Secretary. City Councilmember Marcie Palmer and Suzanne Dale-Estey, Economic Development Director arrived after the meeting started.

#### **II. Approval of Previous Minutes**

The Chair called for any corrections, comments, or notations to the previous minutes of February 22, 2008. It was noted the date above the attendance list (page 5) read January and should be corrected to read February. With that correction incorporated, the Chair declared the previous minutes approved.

#### **III. Airport Update**

Ryan Zulauf, Airport Manager took the floor and gave a brief history detailing how the Renton Airport Advisory Committee (RAAC or Committee) came to exist.

At the beginning, in 2000, the RAAC was organized specifically to deal with the perceived friction between the Airport, Renton citizens, the flying community, The Boeing Company, and the FAA. The representation on the RAAC came from each of these groups, with the citizen representatives being selected from the Renton neighborhoods. A RAAC position from Mercer Island was added in 2007 in response to their community's concern over jet noise and safety. The committee members are selected from a volunteer pool. Each one is approved and recommended by the Mayor followed by Council approval. Each appointee serves for a specific length of time.



The first item of business tackled by the RAAC was to develop an *Airport Business Plan*. The Committee came up with 57 suggestions and the plan was adopted by the Renton City Council in 2002.

The next item of business was to develop official leasing policies for the Airport, quickly followed by the work done to create an official *Airport Development Plan* to be used as an overall guide to grow with.

In 2007, the City Council amended the *Airport Development Plan* and leasing policies to come up with the *Airport Master Plan*. The *Airport Master Plan* was subsequently updated and adopted by the City Council in 2009. It is now officially known as *The Airport Layout Plan*, or the ALP.

The 2009 ALP has been transmitted to the Federal Aviation Administration (FAA) as required by law and now awaits formal acceptance and approval.

The next order of business for this RAAC, with Council direction, is anticipated to be a draft re-write of the Airport regulations and minimum standards to bring them current. When this is completed the work will be presented to City Council for their formal approval and adoption.

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At this point, Chair Michael O'Halloran called for a short break to go around the table have each person introduce himself or herself to those present. Councilmember Palmer arrived during this process.

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Peter Hahn, Deputy PW Administrator – Transportation, took the floor to review the overall process and complexity of the full runway paving project that was completed this summer. He congratulated the Airport staff and everyone involved in the construction process and coordination required, mentioning the entire project was accomplished with the height of efficiency and minimal problems. The project also received extremely high compliments from the FAA for the same reasons.

Mr. Zulauf thanked Mr. Hahn for the accolades, noting it couldn't have been done without the cooperation and work from everyone involved.

He then continued with his report and commented that a number of new leases are worthy of special note.

AcuWings has now been on the Airport, just north of the Control Tower, since November 2008. This required the movement of one of the Airport's buildings from the south end of the Airport



to where it now sits and updating it to include new utilities. This required a considerable investment from the Airport's funds, to the point where some of the finishing items had to be put on hold until the reserves are once again up to a sufficient level to allow more expenditures.

Also, Council approved the lease with Pro-Flight on the property north of the fuel farm, with a caveat to be worked out during an upcoming Transportation Committee meeting committing Pro-Flight to vacating their current facility once the new one has been built and is ready for occupancy. The fuel tanks will remain where they are. This new lease will allow Pro-Flight to consolidate their facilities into one location instead of being spread out in several locations throughout the Airport.

Responding to a question about the existing tie-down spaces, Mr. Zulauf commented the Airport might lose a few tie-down spaces when the Pro-Flight move has been completed. When pressed for a specific number of losses, he replied that there may possibly be as many as 15, but he was very skeptical and thought it might be more in the neighborhood of perhaps six to ten spaces, but it's still to be determined.

Upon further questioning, Mr. Zulauf replied it is his understanding that Pro-Flight will be looking to sell their current leased location after they vacate it.

A question was asked about the progress concerning the decoupling from Boeing's utilities.

Mr. Zulauf stated it was going quite well now and the City no longer has any buildings on the west side of the airport that are fed off of Boeing's utilities, with the exception of the old restroom on Apron B and that will be disconnected from Boeing potable water feed this fall. A new water main has been installed that now maintains the firewater loop for the fuel farm and allowed the abandonment of several hundred feet of Boeing fire water main that was corroded and likely to fail.

He went on to say another challenge presented to the Airport from Boeing is the building (Boeing 5-02 Building) they were leasing from the City that will be returned to the City by June 1, of 2010. This is another building that will need to be changed over from Boeing utilities to the City utilities.

At this point, Mr. Zulauf turned the floor over to Jonathan Wilson, Assistant Airport Manager, to further explain the reasons and results of the recent paving project for Runway 16/34.

Mr. Wilson started by commenting that by far, the most difficult aspect of this project was to work out the coordination of the Airport tenants, Boeing deliveries and the varied construction activities that had to be run simultaneously.



The runway was smoothed out to eliminate dips, crowned and grooved to facilitate stormwater runoff. The runway was then re-painted and the runway was renumbered to 16/34 to correct for the movement of magnetic north.

Mr. Wilson went on to say that what is still missing is a movement/non-movement line of demarcation will be moved 25 feet closer to the ramp and building on the east and west side of the airport to try to meet the proper FAA separation between the taxiways (Alpha and Bravo) and other aircraft and vehicles.

Also, The Boeing Company is working with the Airport to see if it is feasible for Boeing to modify their initial test and take-off procedure. Staff briefly noted the current process and explained what they hope to see changed in it. Marleen Mandt asked whether these changes would cause additional noise for Renton residents and staff responded that there would be no additional noise created by the proposed changes to how Boeing aircraft taxi.

Staff turned their attention to future projects at the Airport.

The City is currently working with the Department of Natural Resources (DNR), the Muckleshoot Tribal Council, and other agencies to gain approval to dredge the Seaplane Base. They are working on a concept of creating an island and building a salmon restoration area using the dredging spoils. The intent is to configure the island in a manner that would divert future sedimentary deposits away from the seaplane base and further enhance the aquatic habitat.

Another primary concern with this situation is creating additional nesting grounds for the geese and gulls by creating an island, which may result in more bird problems for the Airport and tenants. They are studying the possibility of planting vegetation that would inhibit nesting rather than enhancing it as a means of dealing with this problem and the Airport staff would need to increase their monitoring of bird activity at the end of the runway.

Funding is still a primary issue. Staff is hoping to start this construction in the summer of 2010 during the "fish window" if funding is obtained

The City-owned Cedar River Hangars on the east side of the Airport consists of 29 units with flat roofs. The roofs on both hangar buildings are in desperate need of replacement. The current roof is an old torch-down style and some of the plywood sheathing beneath the existing roofing material is suffering from dry rot. Staff is looking at a PVC application that is heat welded together which avoids the open-flame torch-down method. Bids for this type of roof replacement are running in the neighborhood of \$100,000. It is hoped funding can be obtained



in time for the work to be done after June 2010 when enough Airport revenue is available to fund the project.

Also, the maintenance of the Airport's stormwater system has been neglected over the years. Staff took a cursory look at it this summer and several catch basins and storm drains were repaired. Airport staff and a contractor are inventorying the drainage appurtenances for placement and current condition as well as establishing cleaning schedules. The goal is to get the system cleaned out, repaired, and put on a routine maintenance schedule to help protect water quality in Lake Washington.

Mr. Wilson next explained what happened at the Airport during the major snow event last year. The Airport has no de-icing capabilities and the buildup of snow and compact ice necessitated a full emergency runway closure until the weather let up enough to allow staff to get in there and clear it of ice. This runway closure was difficult on Boeing aircraft deliveries.

In hopes of preventing such a situation again, staff will be procuring an FAA approved de-icing product at a cost of \$13 a gallon and a distribution apparatus that will fit and work from the back of the Airport's truck. It was noted that because of the high cost of the product, coupled with the volume required for the runway, the Airport is only able to purchase enough material for one de-icing session.

The Airport also purchased a friction tester to help with Airport safety which allows accurate friction numbers for the runway which is data needed by Boeing jets and other aircraft that are landing or departing when temperatures are near freezing.

In closing, Chair Michael O'Halloran advised the next meeting will be to address the Airport rules, regulations and minimum standards. Councilmember Palmer will be asking the City Council to refer this matter to the Transportation/Aviation Committee for discussion during the regular Council meeting on September 28, 2009.

#### **IV. Next Meeting**

It was agreed to meet again on the third Tuesday of the month starting in October (October 20<sup>th</sup>) from 5:30 to 7:00 or 7:30 for three sessions. The first two sessions will be to work through the current rules, standards and regulations and the third session will be to finalize a recommendation for Council consideration.

#### **V. Adjourn**



In a final closing comment, Councilmember Palmer requested staff remind the RAAC members of the upcoming meetings on the day before the meeting, as well as sending out and posting the notices on the web site.

Meeting adjourned at 7:00 p.m.

Respectfully submitted,

Jennifer Jorgenson  
Recording Secretary

Attendance for September 22, 2009:

Mike O'Halloran  
Lee Chicoine  
Bob Ingersoll  
Bob Dempster  
Mike Schultz  
Peter Hahn

Al Banholzer  
John Middlebrooks  
Mark Hancock  
Suzanne Dale Estey  
Jennifer Rutkowski  
Ryan Zulauf

Elliott Newman  
Karen Stemwell  
Marcie Palmer  
Matthew Devine  
Marleen Mandt